

board shock sensor and an interior theft sensor, which can be utilized to protect the vehicle's security, and which may be enabled by module 12. An example of an on-board shock sensor is described in U.S. Patent 6,043,734 to Mueller et al., the disclosure of which is incorporated by reference. The electronic device 15 may also include a radio frequency (RF) receiver that is able to receive signals from a transmitter, so that the features/functions of the module and/or vehicle control system can be operated remotely. As shown in FIG. 4, the electronic device may have various ports for interfacing with external loads, such as a port to interface with a means for overriding a vehicle immobilizer, a port for interfacing with a multiplex module, and/or a port for interface with a hardware/software cartridge (48 in Fig. 5).

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FIG. 7 illustrates the numbering system of port 17 of module 12, in accordance with the present invention. In an exemplary embodiment, port 17 includes up to 44 receptacles, positioned and sized to receive and correspond to one or more pins of port 16 of housing 14 of the alarm system 10. The pin receptacles of the connector 17 form two rows in parallel, such that each pin receptacle is positioned to be numbered corresponding to a position of a pin in one of the rows of the pin connector of the housing 14. Likewise, the pin connector of port 16 of housing 14, has two rows of pins, positioned to be numbered corresponding to a position of a pin receptacle of the feature set module 12. One of the rows includes receptacle positions 1-22, and the other now includes positions 23-44. For the connector of the feature set module 12, pin receptacle positions 1 and 40 are located opposite each other at one end of each row, and receptacle positions 23 and 24 are also located opposite each other at the other ends end of each row.